



DEPARTMENT OF THE NAVY
COMMANDER MILITARY SEALIFT COMMAND
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REFER TO:

COMSCINST 3541.5D CH-2
N733
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COMSC INSTRUCTION 3541.5D CHANGE TRANSMITTAL 2

Subj: DAMAGE CONTROL MANUAL (DC MANUAL) FOR MSC SHIPS

Encl: (1) New Part 1 Chapter 5

1. Purpose. To provide policy and general guidance on the number, location and outfitting of CBR-D lockers on MSC ships.
2. Action. Remove pages 1-5-1 through 1-5-4 to basic instruction and replace with enclosure (1).

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Vice Commander

Distribution:

COMSCINST 5215.5

List I (Case A,B,C)

SNDL 41B (MSC Area Commanders)
41C (NFAF East/West)
41D (MSC Offices)
T-100 (Masters, civil service manned ships)
T-102 (Masters & operators, contract-operated FSS)
T-103 (Masters & operators, contract-operated TAGOS)
T-104 (Masters & operators, contract-operated MPS)
T-105 (Masters & operators, contract-operated LMSRs)
T-106 (Masters & operators, contract-operated MPF(E))
T-107 (Masters, civil service manned Fast Combat Support Ships)
T-108 (Masters & operators, contract-operated T5 Tankers)

PART 1

POLICIES AND PROCEDURES

CHAPTER 5

DAMAGE CONTROL REPAIR AND CBR-D LOCKERS

1-5-1	Purpose	1-5-3	Requirements
1-5-2	Background	1-5-4	Action

1-5-1 PURPOSE

To provide guidance on the number and location of DC repair and CBR-D lockers on MSC ships.

1-5-2 BACKGROUND

(R)

a. DC repair lockers provide a central location for stowage of equipment and serve as a mustering and communications point for the Repair Party. Large equipment such as P-100 pumps, shoring material, breathing apparatus, submersible pumps and de-smoking fans may be stowed remote from the repair locker if locker space is limited or pre-staging is desired.

b. CBR-D lockers provide a central location for stowage of CBR-D outfitting equipment and material onboard MSC ships. Individual Protective Equipment (IPE) (i.e., gas masks, chemical protective garments, gloves, boots, etc.), along with medical supplies not needing refrigeration and general use decontaminating material will be stowed in the CBR-D locker. (HTH SHALL BE STOWED IN ACCORDANCE WITH NSTM 470.) CBR-D lockers shall not be in areas of high humidity or high temperature, or where their package material may be breached.

(R)

1-5-3 REQUIREMENTS

a. Location. DC repair lockers shall be located on the Main Deck or 01 Level with interior access (exterior access shall be provided to each locker if practical). Where only one repair locker is available, it shall be located amidships in the vicinity of the machinery space accesses. If there is more than one repair locker, the second and or third repair lockers should be located at opposite ends of the ship (forward and aft). This configuration is designed to maximize the ability of the ship to deal with one or more emergencies simultaneously, and to minimize the risk of loss of capability in the event that one or more of

these lockers is lost due to smoke, fire or damage. CBR-D lockers shall be located in close proximity of the DC repair lockers when practicable with interior access. When there is a need to have more than one CBR-D locker, they should be located in close proximity (TO EACH OTHER).

b. Number Required. The number of DC lockers for each ship depends on the ships' length, hull configuration, mission, manning and operational requirements. Generally, on ships under 250 feet in length between perpendiculars, at least one repair locker shall be provided. On ships between 250 feet and 500 feet between perpendiculars, at least two repair lockers shall be provided. For ships whose length exceeds 500 feet between perpendiculars, at least three repair lockers shall be provided. One repair locker shall be provided for each hull. The number of CBR-D lockers will be dictated by the physical space requirement needed to properly stow all CBR-D equipment and material.

c. Inventory. An inventory of DC items shall be posted on the inside of each locker door. Items stowed outside of the locker shall be identified and the location of that equipment noted on the inventory list. An inventory of CBR-D items shall be posted on the inside of each CBR-D locker door. Items not stowed in the CBR-D locker shall be identified and the location of those items noted on the inventory list.

d. Area. Each DC repair locker should have a minimum of 200 square feet of deck area to allow for orderly movement of tools, equipment and personnel in and out of the locker. Bulkhead space shall be made available in each locker to bulkhead mount at least (EIGHT) (8) breathing apparatuses (four on reduced storage ships IDENTIFIED IN TABLE 1-5-1) and to mount the DC Zone Chart. Access to the locker should be made available by means of double doors, if possible. Each CBR-D locker should have a minimum of 125 square feet of deck area to allow for orderly movement of personnel to properly stow, inventory and issue equipment. Space configuration should consider stowage aids such as shelving, bins and racks.

e. Outfitting. DC repair lockers are to be outfitted with bookracks, tables and lights, as listed in Table 1-5-2, to suit locker configuration. Lockers shall be outfitted with all items specified by the authorized MSC Damage Control/Firefighting Allowance Equipment Lists (AEL). The stowage arrangement shall be similar to that shown on NAVSEA drawing 804-5184259 augmented by NAVSEA S5090-B1-MMO-010, Stowage and Booklet for Damage

Control Equipment. All items shall be stowed so that they are secured, but readily accessible. CBR-D lockers are to be outfitted with lights. CBR-D lockers shall be outfitted with all items specified by the authorized MSC CBR-D AEL. All items shall be stowed so that they are secured, but readily accessible.

1-5-4 ACTION

a. COMSC. COMSC shall ensure that newly constructed or newly acquired ships are provided DC repair and CBR-D lockers in accordance with the above criteria.

b. Administrative Commanders. Administrative Commanders shall ensure that ships maintain the quantity and condition of DC repair and CBR-D lockers as described above.

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TABLE 1-5-1

DAMAGE CONTROL REPAIR LOCKERS

<u>CLASS</u>	<u># OF DC LOCKERS</u> (Notes A and C)	<u>NOTES</u>
T-AE 26	3	
T-AFS 1	3	
T-AFS 8	3	
T-AG 195	1	B
T-AGM 23	2	
T-AGM 24	1	
T-AGOS 1	1	B
T-AGOS 13	1	B
T-AGOS 19	1	B
T-AGOS 23	2	
T-AGS 45	3	
T-AGS 51	1	B
T-AGS 52	1	B
T-AGS 60	2	
T-AH 19	3	
T-AK 3015, 3016, 3017	2	
T-AKR 287	3	
T-AKR 295	3	
T-AKR 300	3	
T-AKR 310	3	
T-AO 187	3	
T-AOE 6	4	
T-ARC	2	
T-ATF 166	1	B
WATERMAN MPS SHIPS	1	
AMSEA MPS SHIPS	2	
MAERSK MPS SHIPS	2	

Notes: (A) Does not include "Auxiliary DC Lockers" used to stow overflow DC equipment.
 (B) Reduced stowage ships.
 (C) Input to alter DC Locker numbers must be submitted to COMSC for consideration.

TABLE 1-5-2

DAMAGE CONTROL REPAIR LOCKER

ITEM	REFERENCE/REQUIREMENT	QUANTITY (MINIMUM)
Damage control table and rack	NAVSEA dwg. 804-921930 with type D rack or equal	1
Hinged leaf unit For Type F Drawings	NAVSHIPS dwg. 804-921794,	1
Battle Lanterns, Relay	Illuminate access, DC table and rack, and stowage areas	2
Stool	Commercial (able to secure for ship motion)	1
Clock (24 hour)	Secondary clock from electric clock system master control (mechanical clock if electric system not installed)	1
Communications Circuits	Sound Powered Phones	4JV and 2JZ
Firemain gage	Pressure gage	1
Bookrack	Commercial	1